

AMENDMENTS TO THE CLAIMS

1-12. (Cancelled)

13. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile, comprising:

an electrical system for controlling the operation of the motor and the anti-theft system working together with the locking device comprising at least an electrical device or circuit for encoding and transmitting coded signals for instructing the locking mechanism of the locking device to engage or disengage the lock, a locking electrical circuit (45) for comparing the coded signals received from an encoding device or circuit in order to determine whether they match a predetermined code, if the coded signals match then a processing is carried out to transmit an output signal (11) to control the operation of the anti-theft system which is working together with the locking device and send a control signal to drive the motor (9) to rotate and force the locking mechanism (10) to operate and move the locking member (29) to lock the brake, clutch, and/or acceleration pedal of the automobile including monitoring the travel distance and position of the locking mechanism or monitoring the rotation position of the motor to determine whether the position is in a locked or unlocked state, a resetting electrical device or circuit for resetting and canceling the

operation of the anti-theft system working together with the locking device;

a motor (9) for use as a power source to force the locking mechanism (10) to operate and move the locking member (29) to engage or disengage the lock;

a locking mechanism (10) provided for moving the locking member (29) to lock the brake, clutch, and/or acceleration pedal of an automobile in order to disable their normal operations or for moving the locking member (29) to unlock the brake, clutch, and/or acceleration pedal of an automobile in order to enable their normal operations;

a master lock (14) provided in order to use a key (12) to unlock in case any part of the electrical system or motor (9) does not function.

14. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking electrical circuit (45) will monitoring the distance and position of travel of the locking mechanism or monitoring the rotation position of the motor whether the position is in a locked or unlocked state by comparing the electrical current used in driving the motor and/or counting the rotations of the motor and/or receiving a signal from a sensor when such sensor

senses the position of locking or unlocking of the locking mechanism (10).

15. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the electrical device or circuit used for encoding or transmitting coded signals for instructing the locking device to lock or unlock comprises at least an encoding device or circuit (5) provided for encoding and then transmitting coded signals to the locking electrical circuit (45).

16. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking electrical circuit (45) comprises at least a decoder (6), control circuit (7), and driver circuit (8), including a micro-controller (41) or integrated circuit (IC) specially built for this purpose.

17. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the resetting electrical device or circuit comprises at least a resetting encoding device or circuit (1), a resetting decoder (2), and an anti-theft system cancellation circuit (3)

separately provided as another set for resetting and canceling the operation of the anti-theft system working together with the locking device.

18. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking electrical circuit (45) including a wired connection between said circuit to the motor (9) encased to prevent damages or modifications of the connection of said circuit.

19. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking electrical circuit (45) receives instruction signals from the encoding electrical device or circuit by transmitting signals to each other through a signal wire or transmitting to each other by using a wireless system.

20. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 17, wherein the resetting decoder (2) receives resetting signals from the resetting encoding device or circuit (1) by transmitting signals to each other through a signal wire or transmitting to each other by using a wireless system.

21. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking electrical circuit (45) is installed inside the cavity (46) of a metal cylinder (28) or encased as a separate component, and then welded to the metal cylinder (28).

22. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, said device being permanently installed inside an automobile using a locking device attachment member, such attachment installation is achieved by attaching to the cylinder covering steering wheel shaft in the area close to the cylinder covering the steering wheel shaft or the brake system attachment base or the automobile body.

23. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking mechanism (10), motor (9), including the locking electrical circuit (45), are encased in a metal cylinder (28) to prevent damages to the motor (9), locking mechanism (10), including the electrical circuit, such encasing allows some parts of the moving axle (35) and the locking member (29) to protrude out of the metal cylinder (28).

24. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 22, wherein the locking device attachment member comprises at least and attachment leg (27) with one end welded to the metal cylinder (28) and the other end (27d) designed with a curve to fit with the cylinder covering the steering wheel shaft and curved to receive the end (42d) of the attachment member (42) which is also curved to fit with the cylinder covering the steering wheel shaft in such a manner that when the attachment leg (27) and the attachment member (42) are installed to the cylinder covering the steering wheel shaft, a screw (43) can be inserted through the hole (42a) and hole (42b) of the attachment member (42), then inserted through the threaded hole (27a) and threaded hole (27b) of the attachment leg (27) and then securely tightened, allowing a screw cover plate (44) to be assembled to the attachment member (42) by the hole (44a) of the screw cover plate (44) aligning to the hole (42c) of the attachment member (42) in such a manner that the screw cover plate (44) completely cover the screw head (43) of both screws to prevent use of tools to unscrew and remove said screw cover plate for a purpose of stealing, thus allowing a lock shaft (14b) of the master lock (14) to pass through the hole (44a) of the screw cover plate (44), hole (42c) of the attachment member (42), and hole

(27c) of the attachment leg (27) respectively in order to engage the master lock.

25. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 24, wherein the attachment leg (27) is welded to the metal cylinder (28) and the end (27d) of said attachment leg is designed to fit with the brake attachment base in order to attach the locking device to the brake attachment base of the automobile.

26. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking mechanism (10) comprises at least a master lock (14) for unlocking in case any part of the locking electrical circuit (45) or motor (9) is unable to function, a rack supporting base (16) for assisting while using a key (12) to unlock the master lock (14) without causing vibration, shaking, or misalignment, a gear set comprising at least a worm gear (22) having a shaft (22a) and a shaft (22b) protruding from both sides in such a manner that the shaft (22a) is inserted into the rotation shaft (9a) of the motor (9) and the shaft (22b) is inserted into the hole of the rack supporting base (16), a spur gear (20) having at least one tenon (20a) protruding out for inserting into a notch groove (17a) of the

helical gear (17), a moving axle (35) with one end attached to the rack (26) and the other end attached to the locking member (29), and spring (19) for keeping the helical gear (17) and the spur gear (20) from detaching from each other while the motor is rotating and forcing the locking mechanism to move the locking member (29) into locking or unlocking position;

such component being related in such a manner that the helical gear (17), spur gear (20) are brought to mount on the shaft (21) with the tenon (20a) of the spur gear being mounted into the notch groove (17a) of the helical gear (17) and then the spring (19) is assembled to this shaft (21) with one end of the shaft inserted into the hole (18a) of the shaft attachment plate (18) and the other end inserted into the hole (25a) of the shaft attachment plate (25), with both shaft attachment plates functioning to keep the spur gear (20) and helical gear (17) and spring (19) to operate within a predetermined range; the motor (9) being attached to the motor attachment plate (24) while the spiral gear (17) is arranged to mesh with the worm gear (22) and spur gear (20) arranged to mesh with the rack (26), said rack being supported by a rack supporting base (16) and collet (23) for preventing vibration, shaking, or misalignment while the motor is rotating to force the spur gear (20) to drive the rack (26) to move the moving axle (35) and locking member (29) into a locking or unlocking position.



27. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the locking mechanism (10) further comprises a sprocket disc (65) mounted on the rotation shaft (9a) of the motor (9) attached to the motor attachment plate (24), a chain (67) for engaging on the sprocket disc (65) and a sprocket disc (66) which is to be mounted on the shaft (21), said sprocket disc being provided with at least one groove for engaging with the tenon (20a) of the spur gear (20) also mounted on the shaft (21).

28. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 26, wherein the master lock (14) for unlocking the system in case any part of the locking electrical circuit (45) or the motor (9) fail to function is provided with a shaft (14a) of the master lock (14) protruding out and engaging with the groove (15a) of the cam set (15) to help facilitate the use of the key (12) to unlock the master lock (14) by making the cam set (15) push the helical gear (17) until the tenon (20a) of the spur gear (20) disengages from the notch groove (17a) of said helical gear to thereby enable movement of the locking member (29) to an unlocked position, in such a manner that the body of the master lock (14) is arranged for

insertion into the hole (13a) of the master lock base (13) used to cover one end of the metal cylinder (28) in order to prevent damages to the locking mechanism (10) or electrical circuits inside the metal cylinder.

29. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the moving axle (35) of the locking mechanism (10) is designed with one end welded to the locking member (29) and the other end provided with a female threaded hole (50) for inserting a lead screw (51) provided for driving the moving axle (35) to move the locking member into a locked or unlocked position, said lead screw being mounted to the rotation shaft (9a) of the motor (9) and provided with a bush (52) for supporting the lead screw (51) in order to prevent vibration, shaking, or misalignment while the motor (9) is rotating to drive the lead screw to engage or disengage the lock.

30. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the moving axle (35) of the locking mechanism (10) is designed with one end welded to the locking member (29) and the other end provided with a notch groove (35a) and a hole for

inserting a latch (60) to hold the swing shaft (61) attached to the moving axle (35), one end of said swing shaft being provided with a hole (61a) for inserting the tenon (62) for the cam rotation disc (63) which is provided with a hole for inserting the rotation shaft (9a) of the motor (9) attached to the motor attachment plate (24).

31. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 13, wherein the moving axle (35) of the locking mechanism (10) is designed with one end welded to the locking member (29) and the other end provided with a member (75) protruding out, said member (75) being provided with a tenon (76) for inserting into the hole (61b) of the swing shaft (61) in order to hold the swing shaft attached to the moving axle (35), said swing shaft (61) also being provided with a hole (61a) for inserting the tenon (62) of the cam rotation disc (63) having one side provided with a pulley (74) with provide a groove for engaging a belt (73) to the pulley (71) mounted to the shaft (21), said the pulley (71) also being provided with at least one notch groove (71a), in addition to the groove for engaging a belt, for inserting the tenon (72b) of the connector (72) mounted on the rotation shaft (9a) of the motor (9), and further provided with a spring (19) mounted to the shaft (21) for

holding the pulley (71) and the connector (72) from disengaging from each other while the motor is driving the connector.

32. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 16, wherein the locking electrical circuit (45) including a wired connection between said circuit to the motor (9) encased to prevent damages or modifications of the connection of said circuit.

33. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 16, wherein the locking electrical circuit (45) receives instruction signals from the encoding electrical device or circuit by transmitting signals to each other through a signal wire or transmitting to each other by using a wireless system.

34. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 16, wherein the locking electrical circuit (45) is installed inside the cavity (46) of a metal cylinder (28) or encased as a separate component, and then welded to the metal cylinder (28).

35. (New) A device for electrically locking brake, clutch, and/or acceleration pedal of an automobile according to claim 27, wherein the master lock (14) for unlocking the system in case any part of the locking electrical circuit (45) or the motor (9) fail to function is provided with a shaft (14a) of the master lock (14) protruding out and engaging with the groove (15a) of the cam set (15) to help facilitate the use of the key (12) to unlock the master lock (14) by making the cam set (15) push the sprocket disc (66) until the tenon (20a) of the spur gear (20) disengages from the groove of said sprocket disc to thereby enable movement of the locking member (29) to an unlocked position, in such a manner that the body of the master lock (14) is arranged for insertion into the hole (13a) of the master lock base (13) used to cover one end of the metal cylinder (28) in order to prevent damages to the locking mechanism (10) or electrical circuits inside the metal cylinder.